6572507

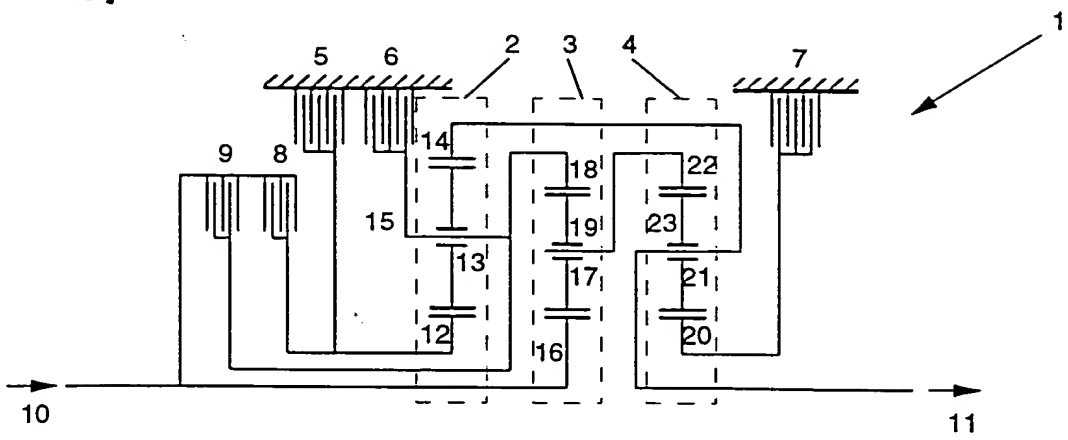

Fig. 1

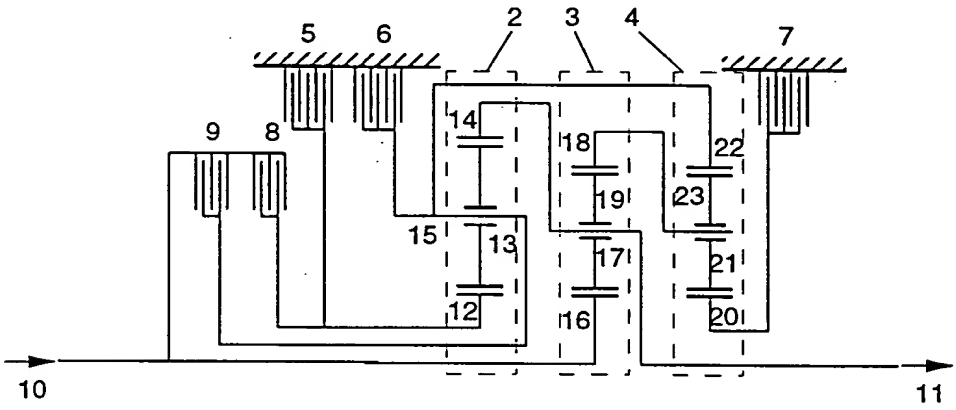

Fig. 2

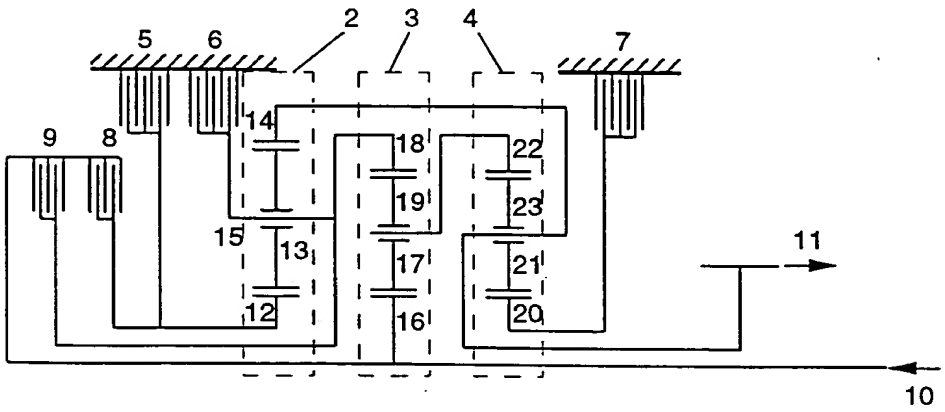

Fig. 3

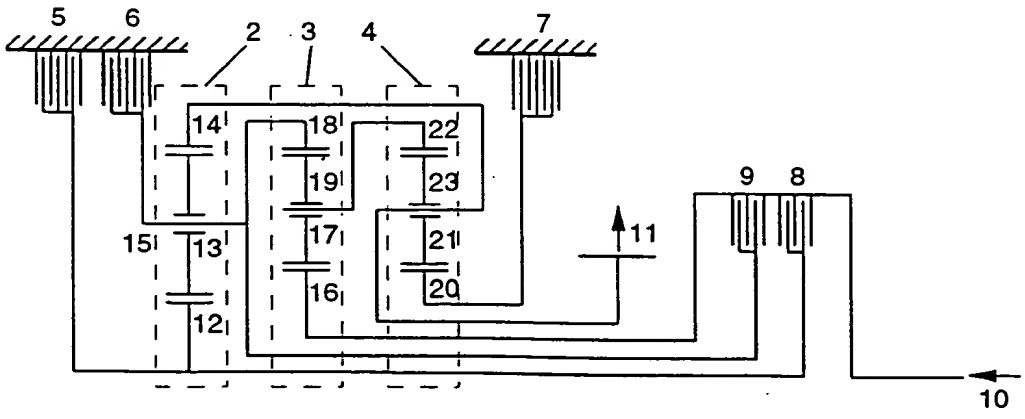

Fig. 4

12

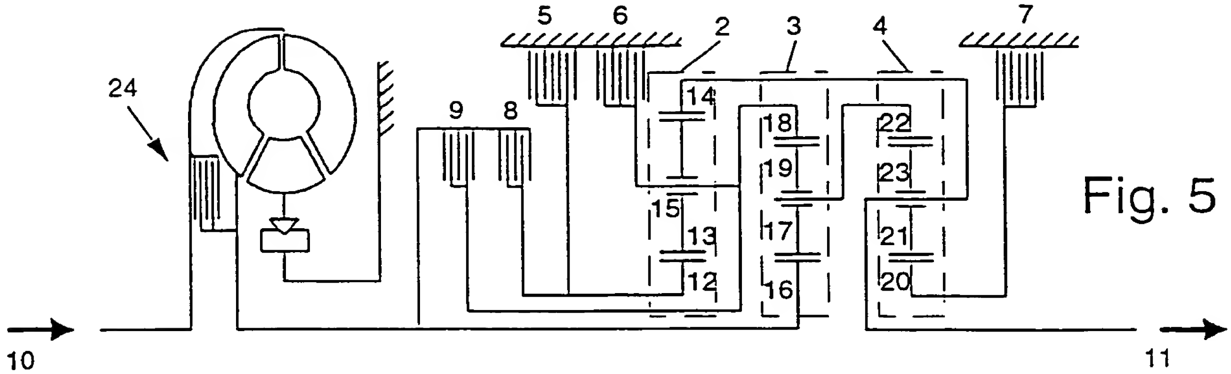

Fig. 5

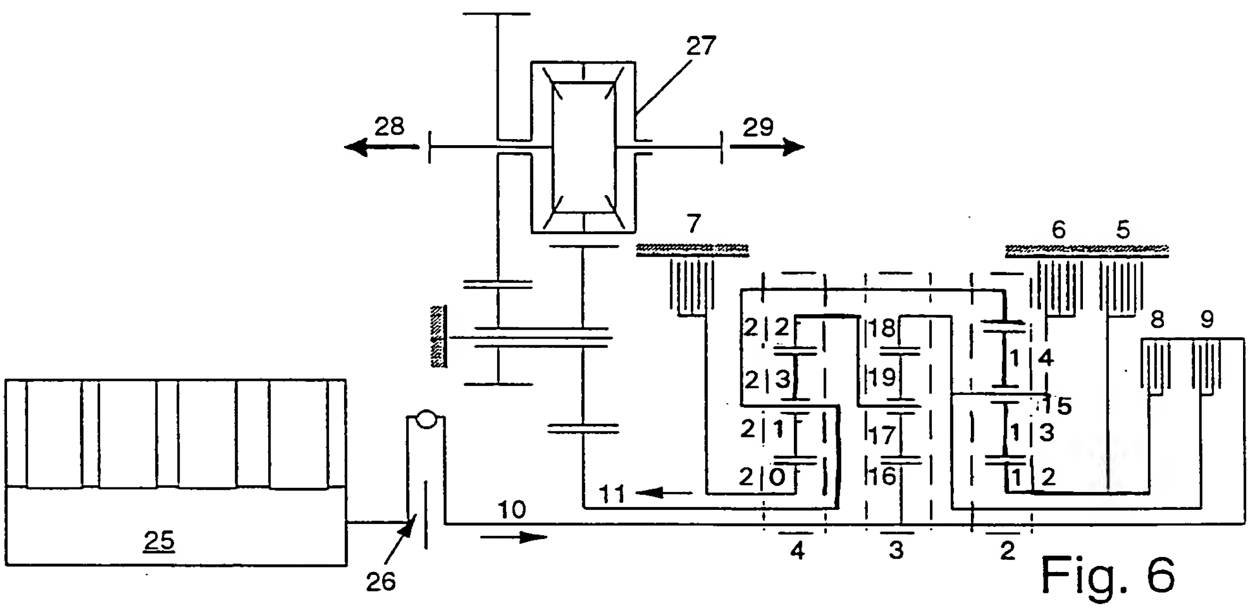

Fig. 6

	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	5.70	3,33	1,98	1,41	1,0	0,78	-3,47	7,34
φ		1,71	1,68	1,41	1,41	1,29		

i_{01} = -3,47 i_{02} = -3,05 i_{01} = -2,46

Fig. 7

	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	5,49	3,26	2,08	1,44	1,0	0,80	-3,91	6,89
φ		1,68	1,57	1,44	1,44	1,25		

i01 = -3,91 i02 = -2,80 i01 = -2,25

Fig. 8

	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	4,84	2,98	1,90	1,41	1,0	0,77	-3,28	6,32
φ		1,62	1,57	1,35	1,41	1,30		

i_{01} = -3,28 i_{02} = -2,43 i_{01} = -2,43

Fig. 9

	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	3,87	2,48	1,74	1,38	1,0	0,76	-3,26	5,06
φ		1,56	1,43	1,27	1,38	1,31		

i_{01} = -3,26 i_{02} = -2,87 i_{01} = -1,71

Fig. 10

	1. Gear	2. Gear	3. Gear	4. Gear	5. Gear	6. Gear	R Gear	φ_{ges}
i	3,83	2,30	1,62	1,30	1,0	0,79	-3,67	4,88
φ		1,67	1,42	1,25	1,30	1,27		

i_{01} = -3,67 i_{02} = -2,83 i_{01} = -2,22

Fig. 11

GEAR	K1	K2	B1	B2	B3
1				×	×
2			×		×
3	×				×
4		×			×
5	×	×			
6		×	×		
R	×			×	
gebremstes Neutral			×	×	

Fig. 12